



AETC News Clips

Luke AFB, Ariz.



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Luke in venture to save energy at base

Deal could save \$21.8 million with Honeywell's help

David Madrid

The Arizona Republic

Jan. 27, 2006

Luke Air Force Base is looking to the future, and the future holds cheaper energy costs that could lead to a savings of as much as \$21.8 million in energy and operational costs over the next 20 years.

Those savings will be the result of a \$9.6 million performance contract for energy savings between the base and Morris Township, N.J.-based Honeywell that will improve energy infrastructure and implement energy-saving measures and long-term preventative maintenance.

All of the improvements will be paid for with guaranteed savings.

The Luke upgrades are expected to help the base cut electricity use by 12.4 million kilowatt-hours per year, almost 14 percent of the amount consumed in fiscal year 2005.

Among the upgrades, Honeywell will replace the aging and leaking roof on the Base Exchange building with a 144,000-square-foot photovoltaic solar roof system.

Los Angeles-based Solar Integrated Technologies will install the roof. Solar Integrated Technologies designs and manufactures building-integrated photovoltaic systems for commercial roofing and portable solar applications worldwide. The company manufactures photovoltaic systems made of lightweight industrial fabrics fused with flexible high-efficiency solar cells that harness the sun for renewable energy.

The photovoltaic system will initially produce more than 120 kilowatts of power, which is enough energy to power more than 35 homes per year. The system is supposed to provide decades of free, zero-emissions energy for the base. The local utility will provide a \$488,000 rebate to help pay for the system.

Among the other energy-saving strategies is a new automated technology to maintain the base's air-conditioning units, installation of energy-efficient lighting, an energy-management control system, automated controls to allow temperatures to rise when buildings are not in use and low-flow sinks, toilets and fixtures to reduce water consumption by millions of gallons a year.

The Arizona Republic

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Retail developers buy along Loop 303

By Scott Wong
SCOTT.WONG@ARIZONAREPUBLIC.COM

It's no secret that large blocks of land along freeway routes are prime real estate. Big-box stores, restaurants and supermarkets built there offer high visibility and easy access.

So as a two-lane country road in the far West Valley prepares to give way to the new Loop 303 freeway, Valley developers have been snatching up property along the corridor from Surprise to Glendale to Goodyear.

"It's location, location, location," said Karen Maurer, senior marketing manager for Westcor.

The retail developer is planning to build a shopping center, big-box stores, restaurants and movie theaters at the Prasada project along Surprise's stretch of Loop 303.

Straddling the loop between Cactus and Waddell roads, Prasada's 800-acre retail portion is just one of a handful of huge retail projects that will spring up along the corridor over the next several years.

By 2008, Vestar Development Corp. is expected to break ground on two other projects along the future freeway: Sycamore Farms Towne Center in Surprise and Canyon Trails Towne Center in Goodyear.

Construction already is under way on a third project scheduled to open in March 2007 in northern Peoria.

Two more in the western reaches of Glendale near Luke Air Force Base are in the early planning stages.

Planning Director Jon Froke said Glendale has had tremendous success luring developers along its stretch of

Loop 101 from Glendale Arena and Cardinals Stadium to the Westgate City Center and Zanjero developments.

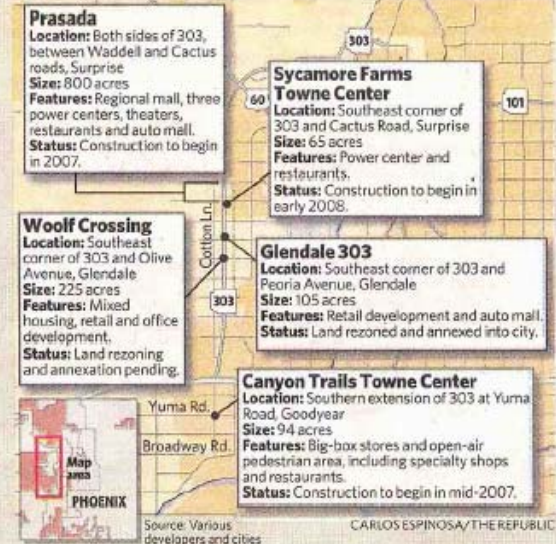
Glendale now is keying in on Loop 303, part of a strategy that will enable it to capture more regional sales-tax dollars from consumer spending along the corridor, Froke said.

"We're looking to replicate the success we've had on the 101 with the 303," he said. "Retail follows the rooftops, and we're trying to position Glendale so we can have a share of that marketplace."

The future Loop 303, also known as the Estrella Freeway, will link Interstates 10 and 17 through the far West Valley. The six-lane state route won't be completed until 2014 at the earliest, said Roberta Crowe, spokeswoman for the Maricopa County Department of Transportation.

Big hopes for Loop 303

Developers are snatching up land and planning major retail projects along the future Estrella Freeway in the far West Valley.



For residents living in new subdivisions in the area, the freeway can't be built soon enough. They're already lauding efforts to develop the corridor with more retail options closer to their neighborhoods.

"I love it," seven-year Surprise resident Brad Leavitt said while entering an Albertsons supermarket along Bell Road at Loop 303. "I won't have to go so far to go shopping."

Glendale Star

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LIFE AT LUKE

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THE GLENDALE REPUBLIC • WEEKEND EDITION, JANUARY 28, 2006

'Excellent' rating pleases commander

Brig. Gen. Robin Rand has now been commander of Luke Air Force Base's 56th Fighter Wing for about a year and a half. He recently sat down with *The Arizona Republic* for a question-and-answer session.

QUESTION: How have things been going since you came here in June 2004?

ANSWER: We've been very successful as a wing to be able to accomplish the mission. Since I've been here, we've graduated close to 1,000 F-16 fighter pilots. We have graduated close to 1,600 young F-16 mission-ready airmen and maintenance professional crew chiefs.

And during that same period of time, while concentrating on those two core elements, this wing has successfully deployed, with no exaggeration, 1,600 young men and women into combat operations in 41 different career fields from the 56th Fighter Wing.

And I would be remiss if I also didn't mention the 944th Fighter Wing ... which is one of the tenant wings here. They have deployed several hundred of their fighter pilots and their support personnel in and around Iraq and Afghanistan.

So that means that those who are here who didn't deploy are working extra hard to keep up with the day-to-day mission. It's truly a team effort, and in that regard we've just been spectacular.

We're going to train another 400-plus F-16 pilots this year. We're going to graduate another 700 to 900 mission-ready airmen maintainers. We're going to continue to deploy up to 700 or 800 young men and women into combat in the next 12 months. I'm very proud of that.

Q: How did you do on the Air Education Training Command Operational Readiness Inspection?

A: We have those typically every two years, and we did very well on that. We had about 180 inspectors come from our major command. They spent about two weeks on our base looking in every nook and cranny of our operation. And as a wing, we scored an overall "excellent," which is on the high side of the rating scale. The rating scale goes from "marginal," "satisfactory," "excellent" and "outstanding." I'm very, very proud of that accomplishment, and I think it's commendable for a wing this size and with the diversity of our mission to be able to perform like that.

Q: What would you say is the reason you got that "excellent"? Was there one particular thing?

A: No. I can't say there was one particular thing. It's a combination of every single organization.

Overall, this is a compliance inspection. So why are we in compliance with our standards? Because we have superior, dedicated, professional leaders that are out there adhering to and enforcing our standards.

And you have to talk about the professionals themselves who are accomplished in the task. We just have an outstanding group of young men and women that are motivated and professional.

Q: Do a lot of bases get an "excellent" rating or just a very small percentage?

A: It's not unique, but it's certainly not a given. The standard is not "excellent." That standard is "satisfactory." That's the expectation. So if you achieve more than "satisfactory," you've done very, very well.



U.S. AIR FORCE

Brig. Gen. Robin Rand has been the commander at Luke Air Force Base for about a year and a half. The base recently received an excellent rating after inspection.

Rand feels back home as base commander at Luke

When Col. Robin Rand took over as commander of the 56th Fighter Wing at Luke Air Force Base on June 8, 2004, he said it was like coming home again.

Rand says the Valley is as close to home as anywhere else; he has been assigned here four times now.

Rand said his latest move to Luke is either the 16th or 17th transfer of his Air Force career. He can't remember exactly.

Rand is now a brigadier general after receiving a promotion Dec. 29. He and his wife, Kim, first came to the Valley almost 27 years ago. Rand was a young aviator when he began his first assignment at Williams Air Force Base in Mesa after graduating from the Air Force Academy in 1979.

It has been a long journey for Rand,

who spent four years at Williams. He completed undergraduate pilot training there in 1980, then stayed on as an instructor. After leaving the Valley, it was only a matter of time before he would return.

In 1988, Rand was back to requalify in the F-16 at Luke after serving as an Army liaison officer.

In May 2000, he again came to Luke as deputy commander of the 56th Operations Group, where he served until March 2001.

Rand has served five overseas assignments. He was the commander of the 8th Fighter Wing at Kunsan Air Base in South Korea before coming to Luke and replacing Brig. Gen. Philip Breedlove.

He has served as a T-37 and F-16 in-

structor pilot.

As a command pilot, Rand has flown more than 4,400 hours. His awards include the Legion of Merit with one oak leaf cluster, the Defense Meritorious Service Medal, the Meritorious Service Medal with four oak leaf clusters and the Aerial Achievement Medal, the Joint Service Commendation Medal, the Air Force Commendation Medal, the Joint Service Achievement Medal, the Air Force Achievement Medal, the Combat Readiness Medal with three devices and the Korean National Security Medal.

The Rands have two children, daughter Brook Robinson and son Bryson.

— David Madrid

Gen. Robin Rand

Luke commander's education credentials:

- 1979, Bachelor's degree in aviation science, U.S. Air Force Academy, Colorado Springs.
- 1982, Squadron Officer School, Maxwell Air Force Base, Ala.
- 1986, Air Command and Staff College, by seminar.
- 1988, Master's degree in aeronautical science, Embry Riddle Aeronautical University, Florida.
- 1990, U.S. Air Force Fighter Weapons School, Nellis Air Force Base, Nev.
- 1998, Master's degree in national-security policy, Naval War College, Newport, R.I.

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Operator wants track reopened

Brent Whiting

The Arizona Republic

Jan. 28, 2006

The operator of Arizona Motorsports Park, a controversial track in the far West Valley, wants to resume racing.

Dan Maloney is seeking a court order that would allow the facility to reopen at the 155-acre site just south of **Luke Air Force Base**.

The Maricopa County Board of Supervisors shut the \$6 million track two years ago amid noise complaints by neighbors, who described the engine roar as unbearable.

Maloney now wants a judge to issue a green light for racing, pending the final outcome of a lawsuit Maloney brought against the board.

Arguments on the motion are set for 11 a.m. Monday before Judge Robert Miles of Maricopa County Superior Court.

During a public meeting in June, neighbors complained to Litchfield Park officials, describing the track as entirely too noisy before it was closed.

John DeWulf, a Phoenix lawyer for Maloney, argues in court papers that the neighbors apparently were able "to distinguish the sound of vehicles using the track from the thunderous sound of F-16 jets taking off and landing at Luke."

Richard Hood, a Phoenix lawyer representing the county, argues that no action should be taken pending trial in the case, now set for Aug. 15.

Paul Gilbert, a zoning lawyer for Maloney, told neighbors last year that Maloney wants county approval to operate 265 days a year at the track, at 15402 W. Camelback Road.

Maloney also wants to work out noise compromises with the neighbors, Gilbert said.

The track, which includes a 16-turn, 2.23-mile road course, opened in March 2003 after the Board of Supervisors approved a 30-year special-use permit. The board closed the track in January 2004, saying track officials misled them when they obtained the operating permit.

Maloney sued in August 2004, resulting in an interim ruling last May 11 that his due-process rights had been violated because the board failed to issue findings of fact and law in revoking the permit. The ruling set the stage for renewed efforts by Maloney to obtain an operating permit.

DeWulf argues that because of the interim ruling, the original use permit should be reinstated, thus allowing the track to reopen.

Hood counters that the use permit was issued to the track as a "non-commercial" facility but that the track was operated by Maloney as a profit-making venture.

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